

Discover Scotland's Caledonian Canal

from coast to coast www.scottishcanals.co.uk

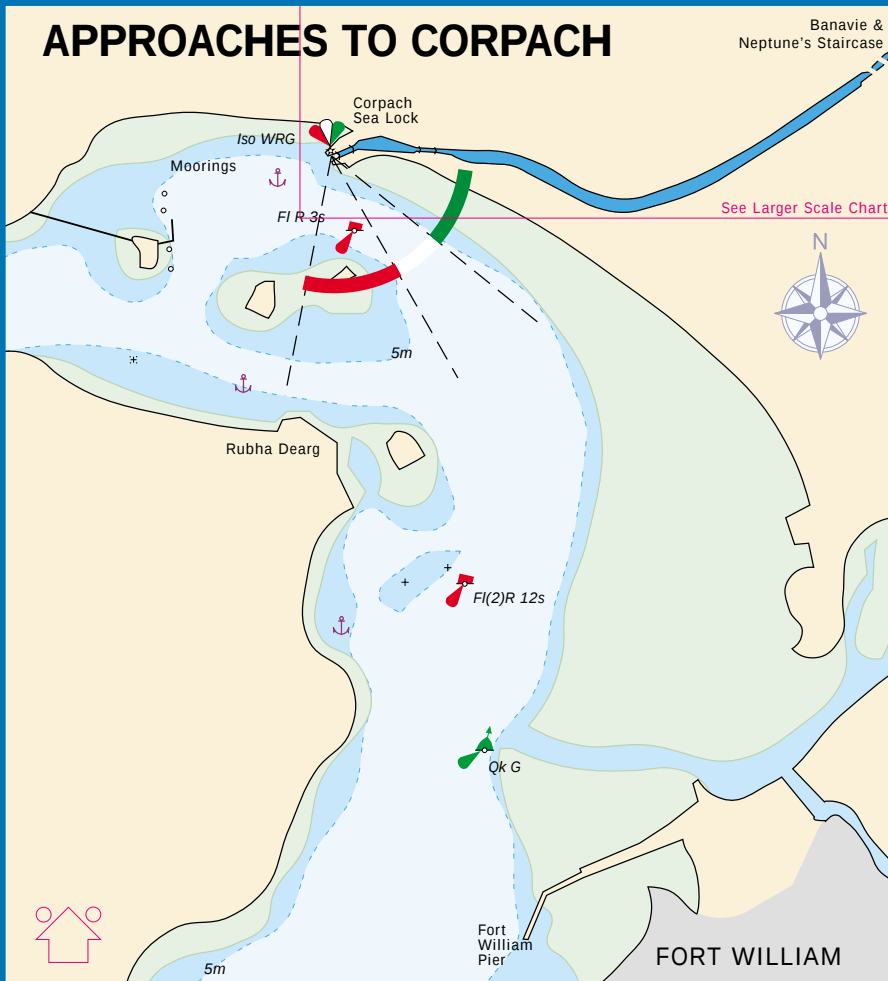


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Skipper's Guide

 COVER / ROAD MAP	 BANAVIE & GAIRLOCHY	 LOCK OPERATION
 CANAL APPROACHES (overleaf)	 LAGGAN & FORT AUGUSTUS	 MOORING GUIDE & HISTORY
 PLANNING CHART (1)	 LOCH OICH	 SAFETY & THE ENVIRONMENT
 PLANNING CHART (2)	 LOCH DOCHFORD & MUIRTOWN	 GENERAL INFORMATION

APPROACHES TO CORPACH

PILOTAGE
NOTES

APPROACHES TO CORPACH

- Admiralty Chart 2380 & 2372. Imray Chart C65.
- HW Corpach is at Oban ± 0000 (sp); -0020 (np). Tidal range 3.5m (sp); 1.3m (np).
- There is a holding pontoon outside the sealock.
- Yachts generally cannot lie in the sealock basin, and should continue through the next set of locks or to Banavie.
- Marine diesel fuel may not be available at Corpach Basin.

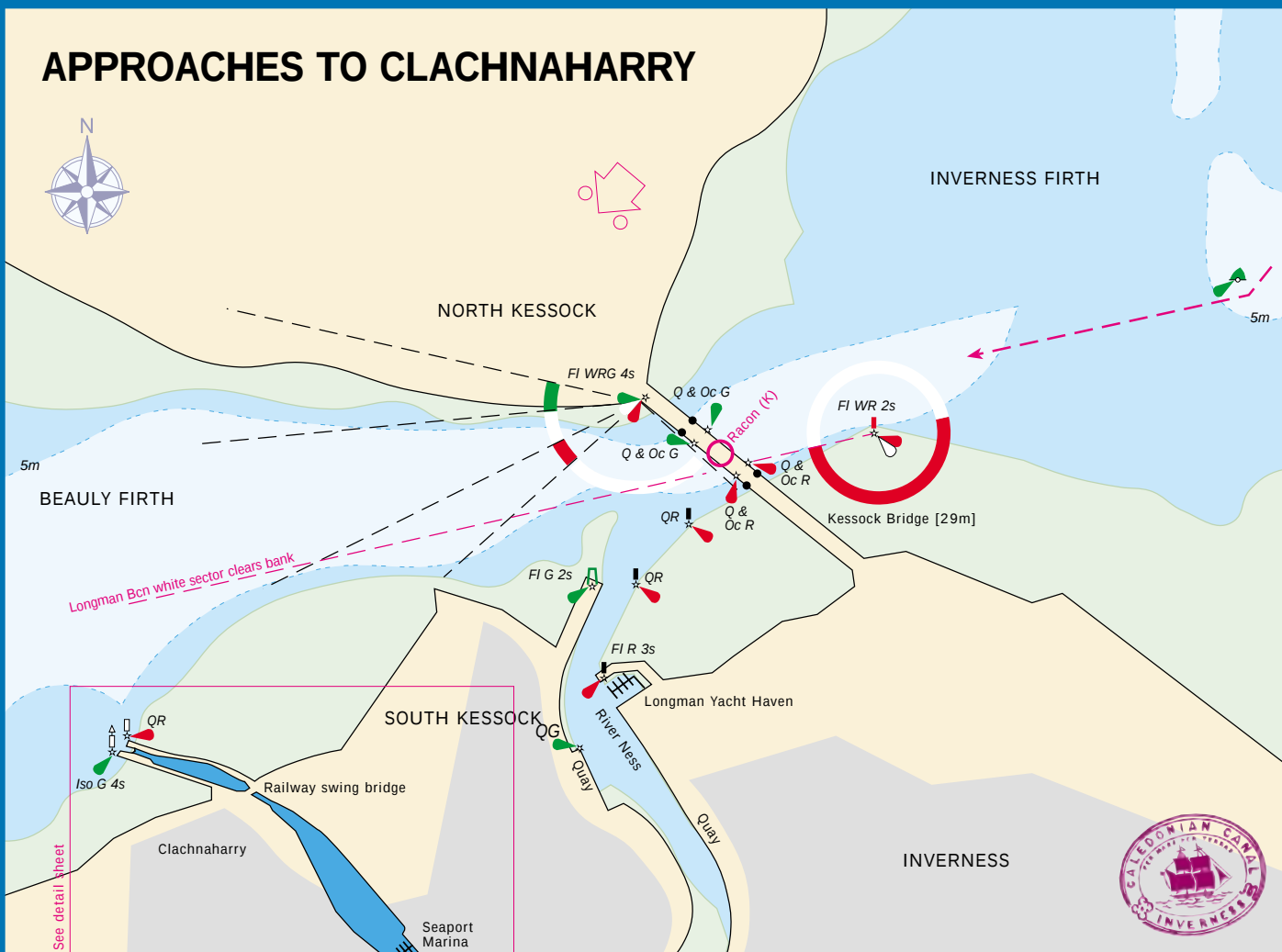
APPROACHES TO CLACHNAHARRY

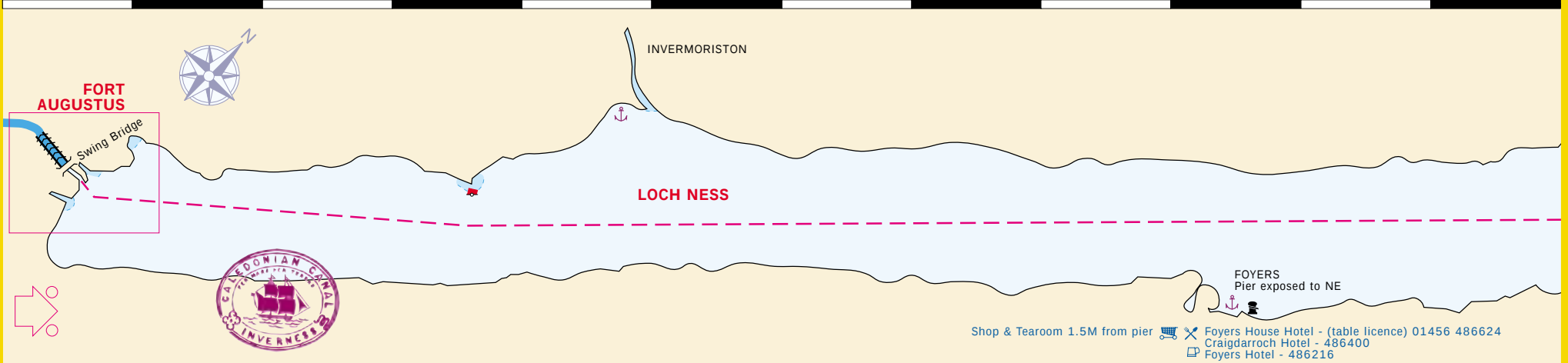
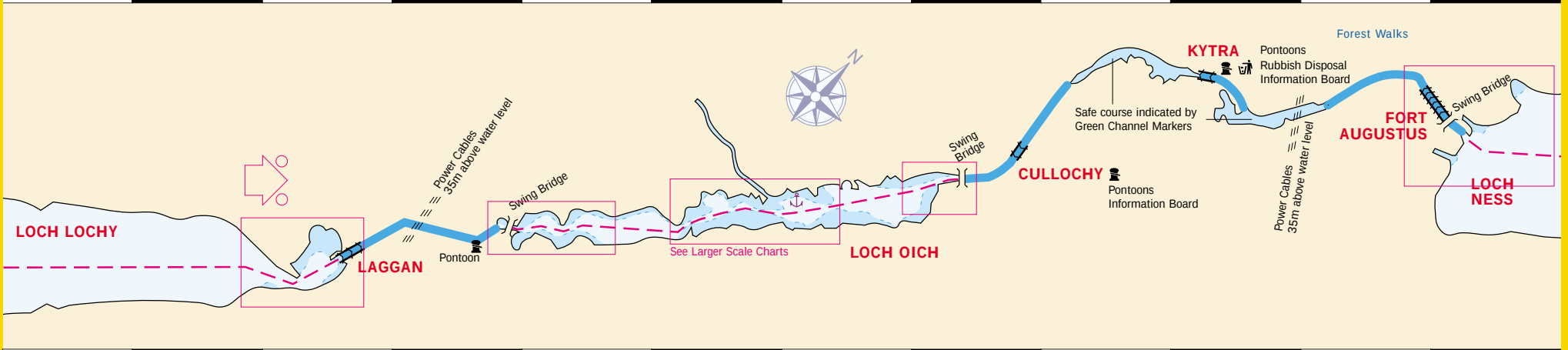
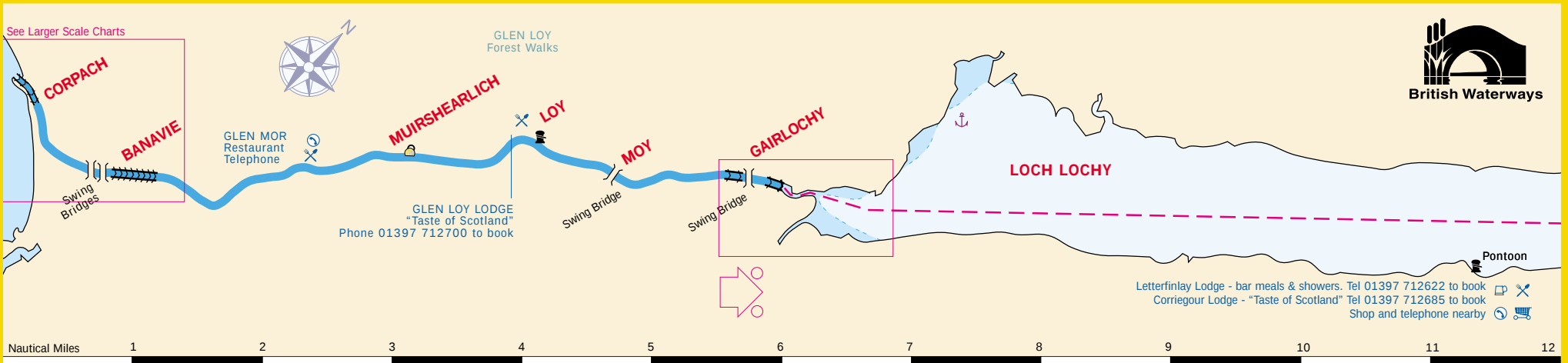
- Admiralty Chart 1078. Imray Charts C22 & C23.
- HW Inverness is at Aberdeen -0050 (sp); -0150 (np). Tidal range 4.1m (sp); 1.9m (np)
- The final 3 miles of the approach from the NE to Kessock Bridge is shoal in places. A careful course should be maintained.
- The tide runs strongly through Kessock Narrows and Kessock Roads. Approach the sea lock with care in these conditions.
- Anchoring off the sea lock may be difficult due to strong tidal current. It may be preferable to wait in the River Ness at Longman Yacht Haven or at a quay.
- To avoid sandbank NE of canal entrance, (night) keep in white sector of Longman Point Beacon, or (day) keep beacon well open north of S bridge pier.

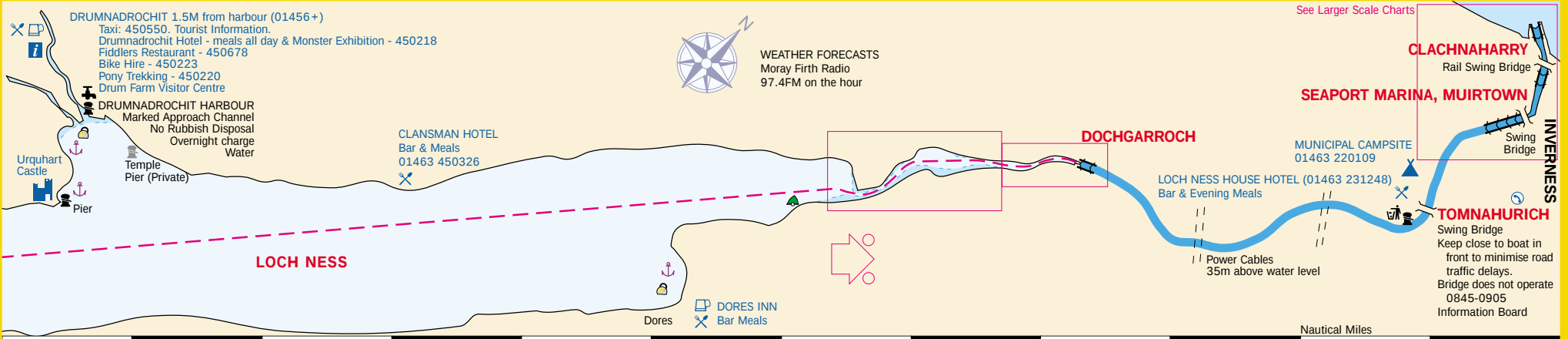
SEA LOCK HOURS

- The Canal Sea-locks operate HW ± 4 hours, and within the following hours –
Summer: 0800-1730; Spring & Autumn 0830-1650; Winter 0900-1530. .
- VHF Ch 74 (16), call: "Corpach Sea Lock" or "Clachnaharry Sea Lock".
Inverness Harbour VHF Ch 12 / 16 (office hours).

APPROACHES TO CLACHNAHARRY



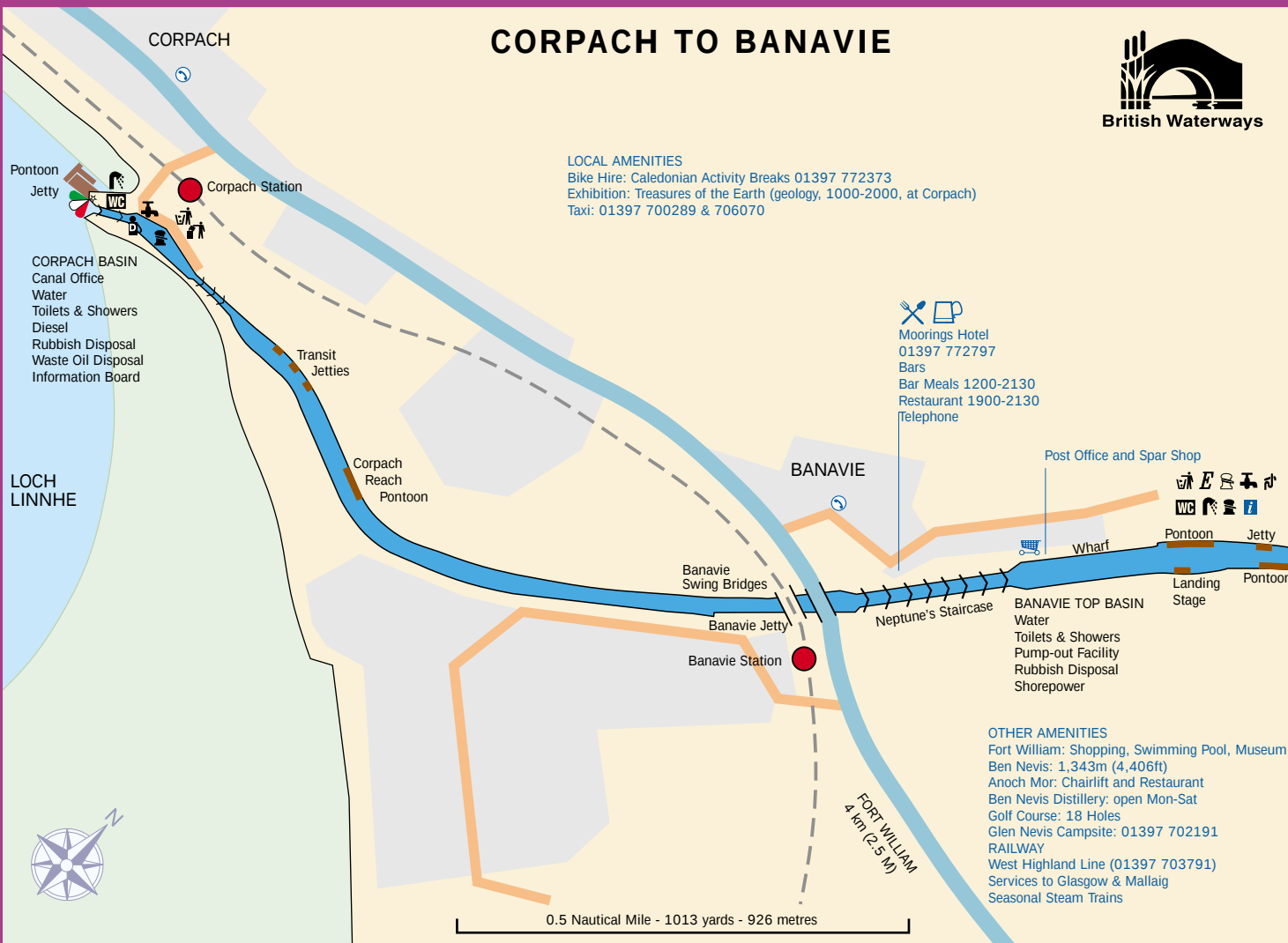




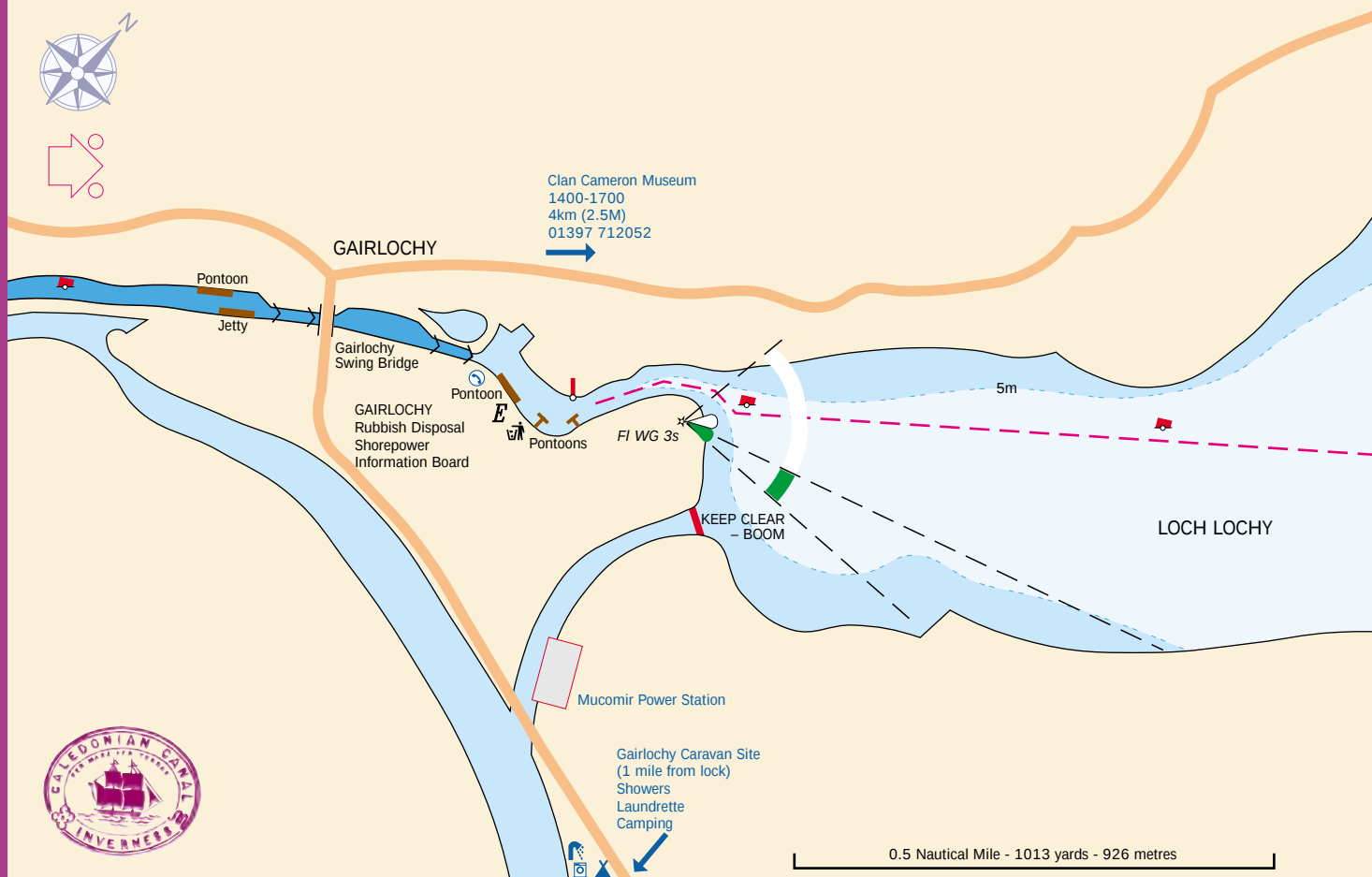
		CORPACH	BANAVIE	MUIRSHEARLICH	LOY	MOY	GAIRLOCHY	LOCH LOCHY	LAGGAN	LOCH OICH	CULLOCHY	KYTRA	FORT AUGUSTUS	LOCH NESS	DOCHGARROCH	TOMNAHURICH	MUIRTOWN	SEAPORT MARINA	CLACHNAHARRY
Water		.	.						.				.		.	.	.	.	
Refuse		.	.				.		.				.		.	.	.	.	
Red Diesel Fuel		ask															.	.	
Toilet		.	.						.				.		.		.	.	
Disabled Toilet									.						.			.	
Shower		.	.						.						.			.	
Transit Berths		.	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Long Term Berths		.	.				.		.		.		.		.		.	.	
Swinging Moorings				.						.					.			.	
Boat Hard Standing		.							.				.		.			.	
Telephone Nearby		.	.				.		.	.			.		.	.	.	.	.
Tourist Information		.	.			.	.		.	.	.	.	.		.	.	.	.	.
Shore Power			.				.		.						.			.	.
Laundry															.			.	
Shops Nearby		.	.							.			.	.	.		.	.	
Hotel/Pub Nearby		.	.		.			.		.			.	.		.	.	.	.
Boatyard		.															.	.	
Boat Hire Company									.				.				.		
Cruise Boats													.	.	.	.		.	
Oil Disposal		.											.	.	.	.		.	
Boater Camping		.				.							.		.	.		.	
Indoor Exhibit/Museum													.					.	
Picnic Tables		.			.	.			.			.	.		.	.		.	.
Boat Launching - Hire		.		.			.						.				.	.	
Holding Tank Pump Out			.										.				.	.	

Estimated Passage Time Eastbound to Clachnaharry: 14hrs. Estimated Passage Time Westbound to Corpach: 14hrs

CORPACH TO BANAVIE

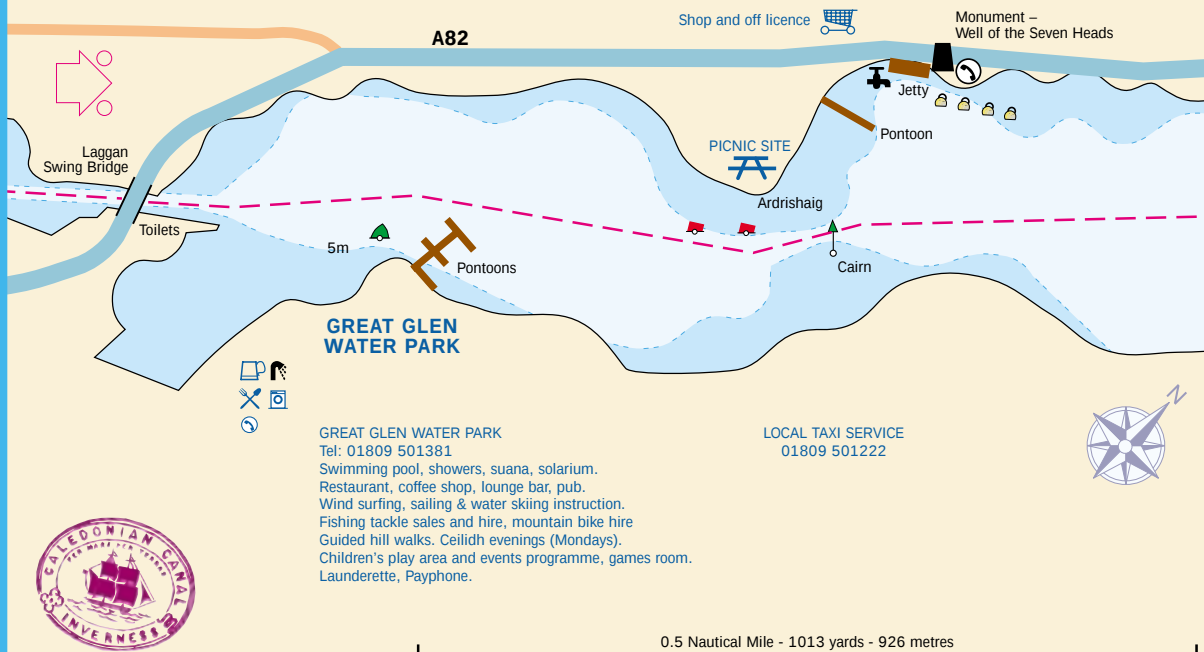


LOCH LOCHY - SOUTH WESTERN PORTION

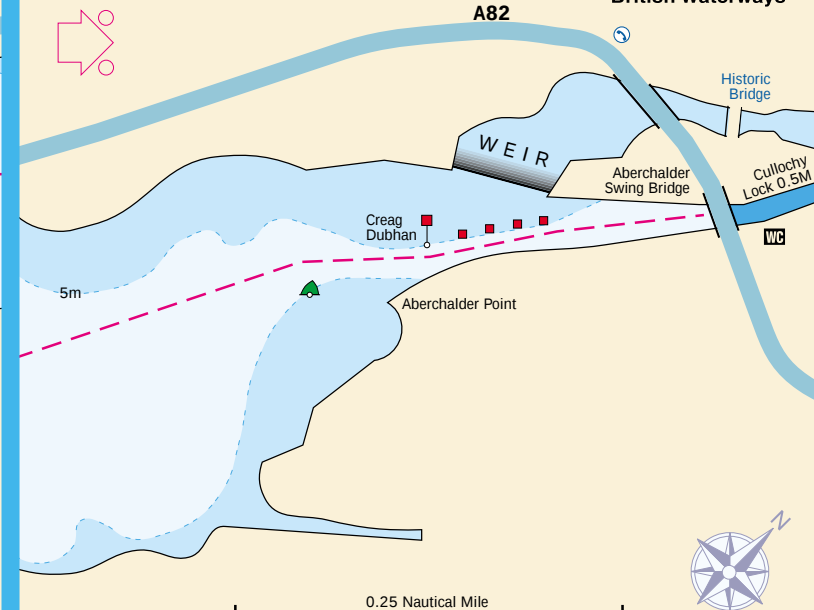


LOCH OICH - SOUTH WESTERN PORTION

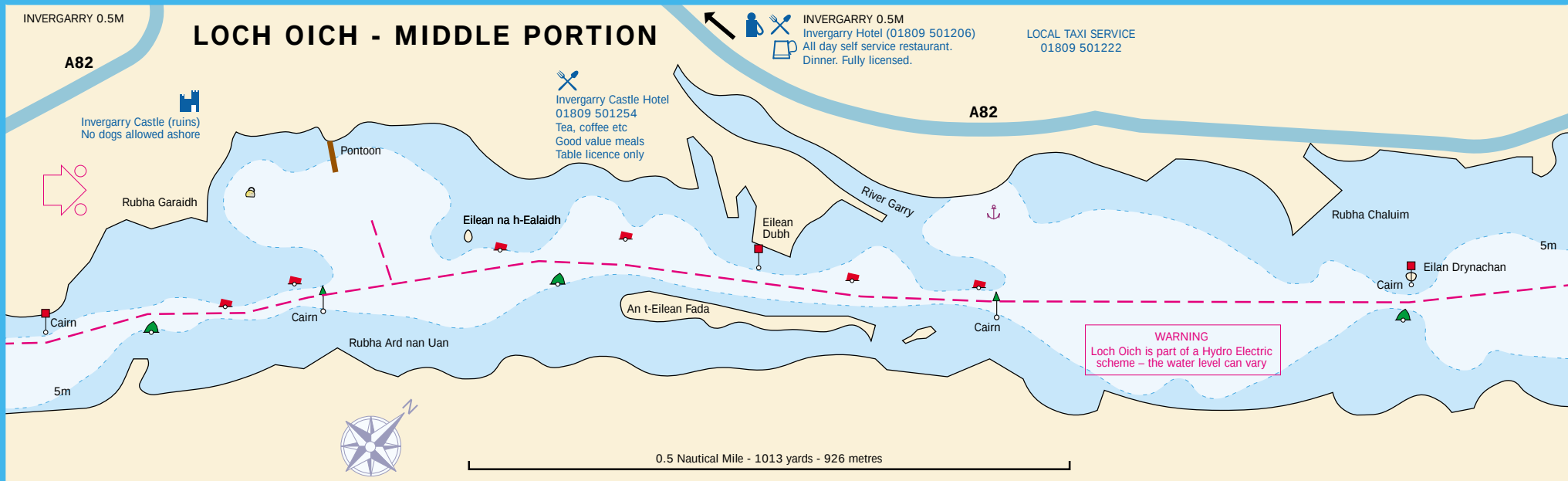
Note: these charts do not about - see planning sheet



LOCH OICH - NORTH EASTERN PORTION

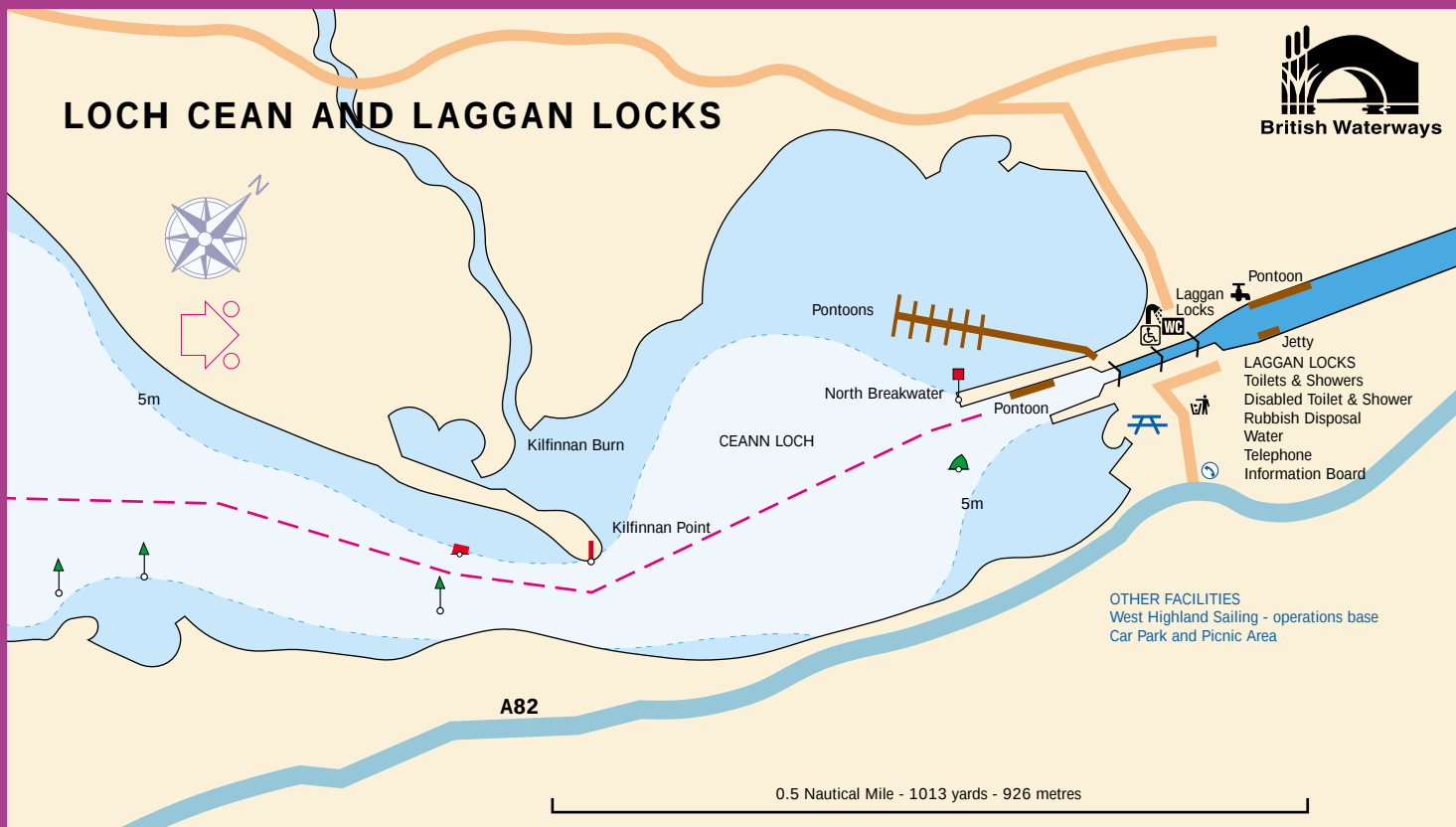


LOCH OICH - MIDDLE PORTION

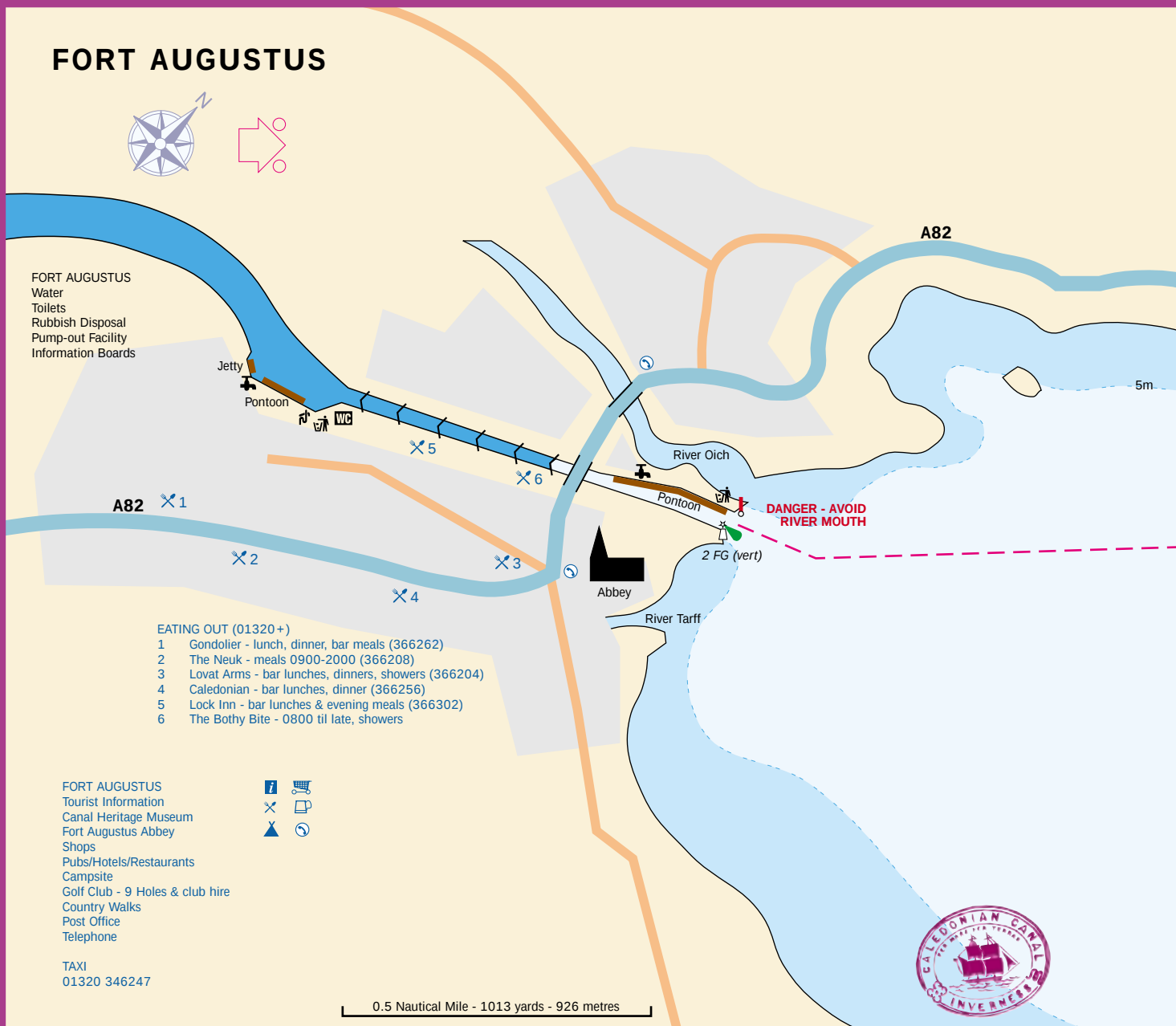


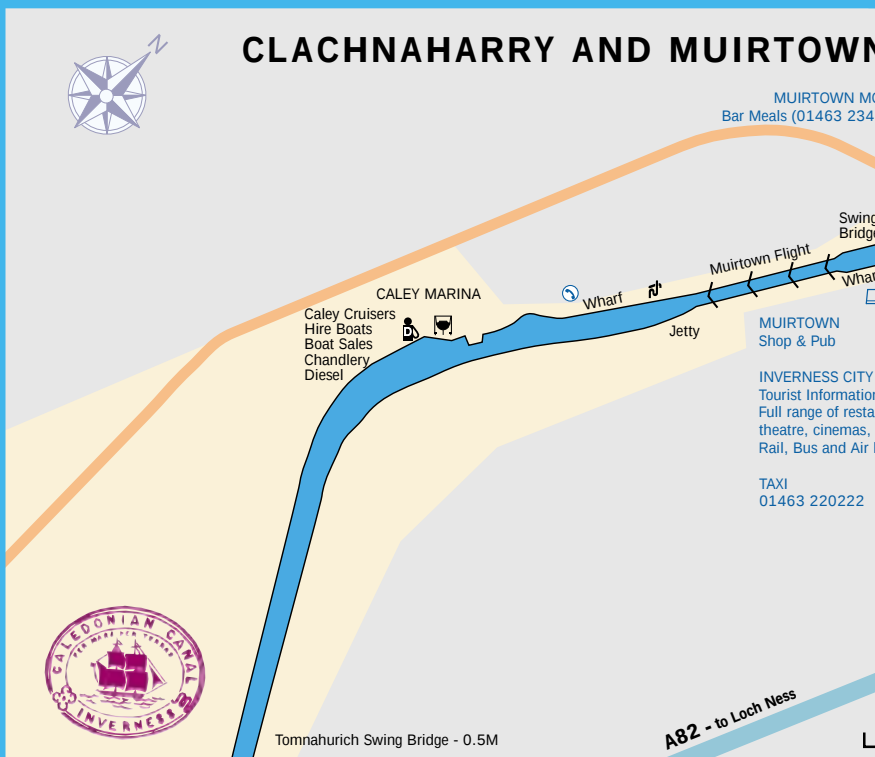
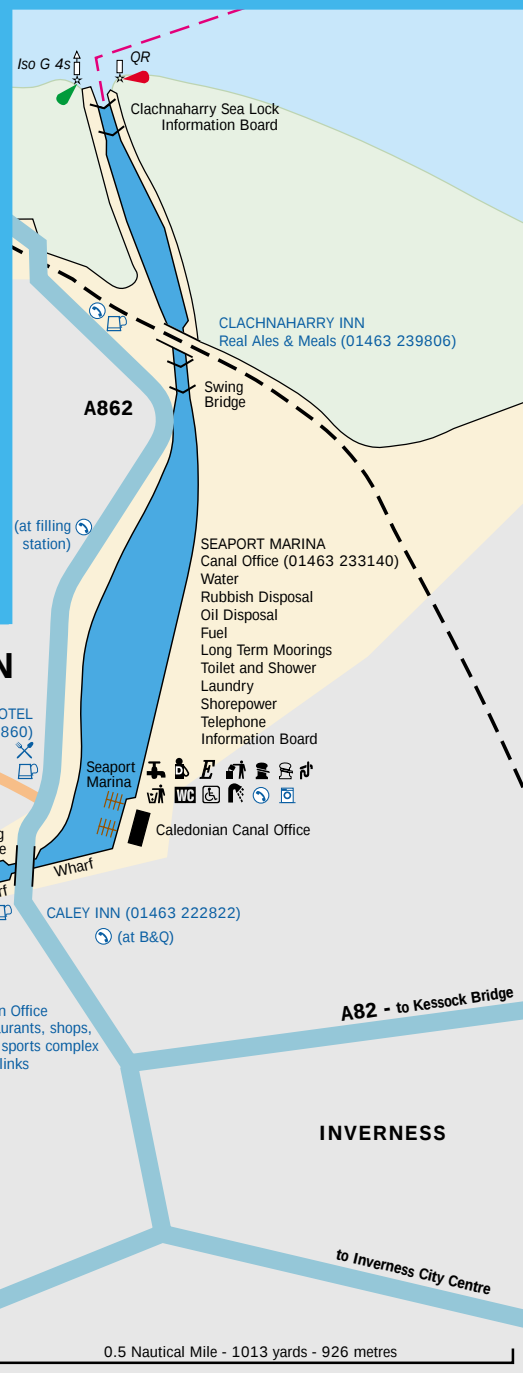
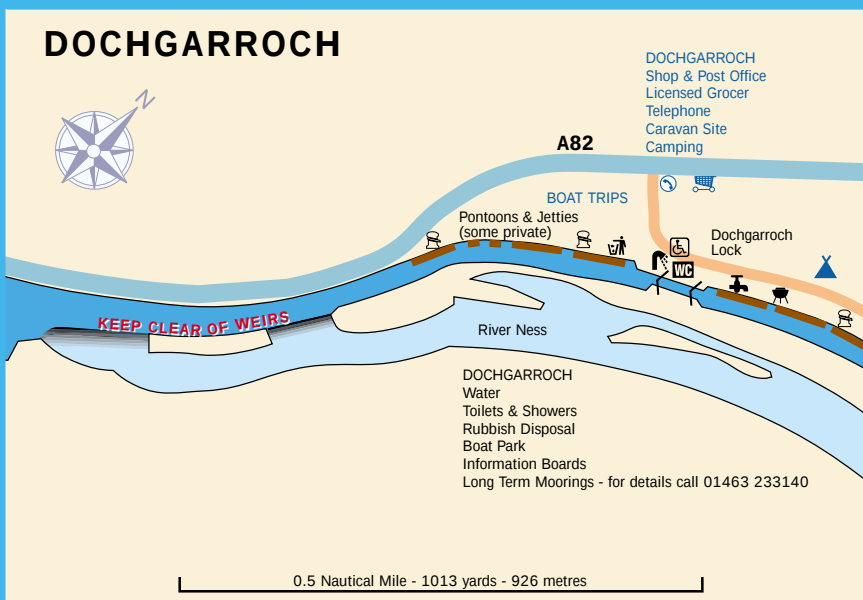
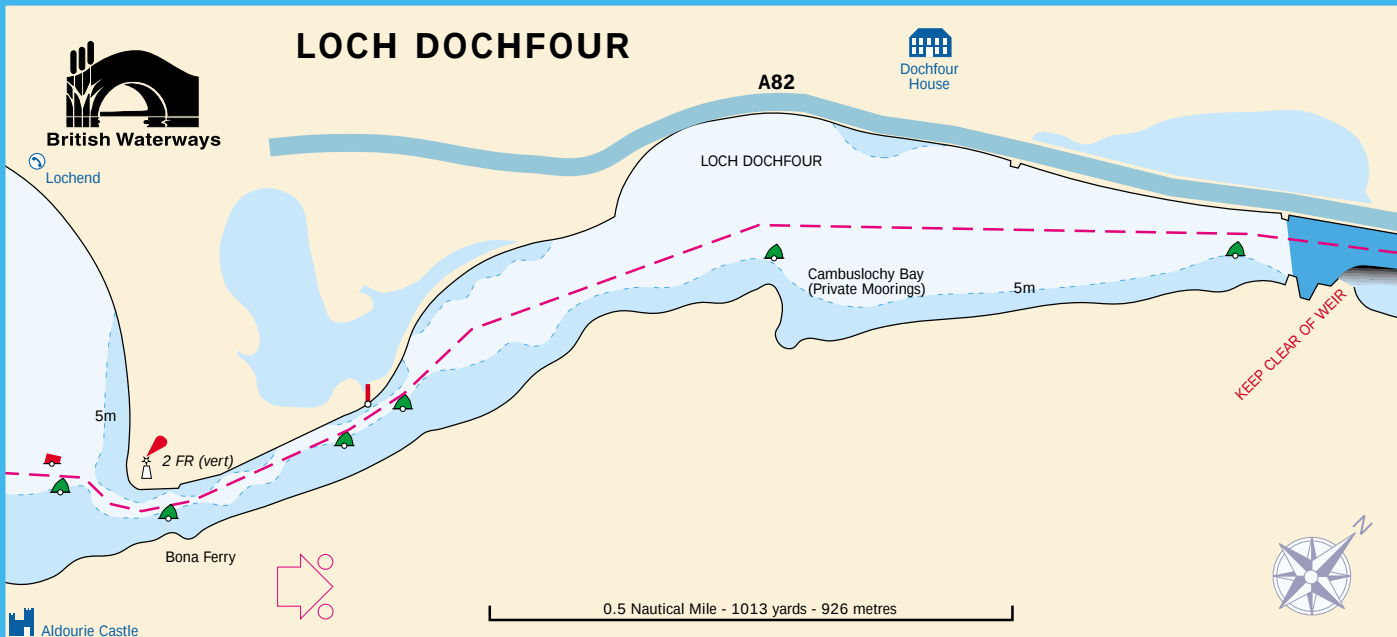


LOCH CEAN AND LAGGAN LOCKS



FORT AUGUSTUS





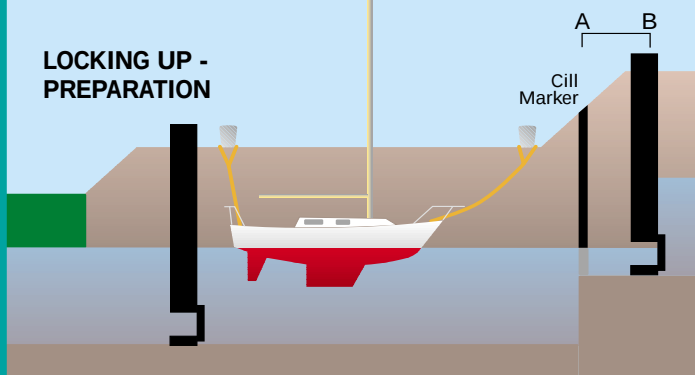
GENERAL

- Although the Caledonian Canal locks are large there is no need to be nervous about using them, as they are mechanised, and are operated by experienced canal staff who know the local conditions.
- Follow the Lock Keeper's instructions, and do not hesitate to ask him or her for help.
- Be prepared to share the lock chamber with other craft - this reduces the work load and saves water.
- When approaching each lock berth at the nearest transit jetty and put a crew member ashore to take your lines in the lock.
- Warps should be tended from on board, not from the shore, and should be led to a cleat or winch to aid control. However, at main lock flights warps of small craft should be tended from shore, by an adult, to permit vessels to be "walked" from lock to lock on the flight. This avoids the need to start & stop engines and throw lines ashore at each lock.
- To avoid a build up of fumes in the lock chamber please switch off engines once your ropes are secured ashore.

CILL MARKERS

To avoid possible contact with the lock cill please ensure that your vessel keeps clear of the Cill Marker on the lock wall, and remains clear of lock gangways (area A-B on diagram). If you are in any doubt please ask a Lock Keeper for advice.

LOCKING UP - PREPARATION



BASIC EQUIPMENT

- Three or four good quality ropes of sufficient length (13 metres) to reach the bottom of the lock chamber
- Adequate fenders to protect your topsides - 3 or 4 per side should suffice.
- In addition, a good tip is to lace a canvas sheet between the hull and fenders to avoid scuff marks.
- If you have a fender plank, use it.
- Life jackets should be available for and preferably worn by all crew. Children and non-swimmers should wear them at all times.
- Ensure that there is sufficient fuel on board, and that engine controls are working correctly. Refuelling is not permitted in lock chambers.

LOCKING TIPS

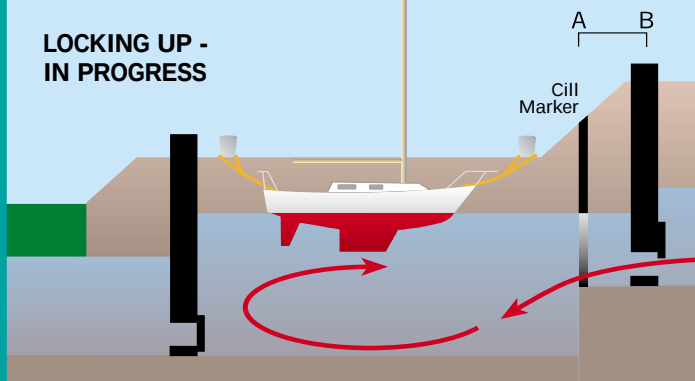
Those on board will need to control the craft during the locking process, this is not difficult if a few rules are observed:

- Approach the lock slowly and steadily, if the lock is not ready berth at a transit jetty while the gates are opened. Please do not 'hover' outside the lock. Berth according to the Lock Keeper's instructions.
- On single locks have a crew member positioned bow and stern to manage warps. On lock flights crew from small vessels should manage warps on shore as directed by Lock Keepers.
- Ensure warps are clear from obstruction and can run cleanly through fairleads or stemhead roller.
- As the craft rises in the lock the stern rope should be made fast, and tension maintained on the bow rope to hold the boat's position in the lock.

LOCKING UPWARDS

- Once the gates are open the craft may enter the lock, and if on its own in the lock, should stay as far back in the chamber as possible to avoid turbulence, although keeping clear of the bottom gates to avoid the gate walkway during the lock filling. Please note that the vessel should always be positioned downstream of the Cill Marker to avoid possible damage to the hull.
- Secure the bow and stern ropes to the bollards provided. Shore crew of larger vessels should not hold the warps as forces can be considerable.
- The Lock Keeper will close the bottom gates and sluices.

LOCKING UP - IN PROGRESS



- Crews on board or ashore at lock flights will need to keep control of warps as the vessel rises.
- When the Lock Keeper has opened the lock gates he will indicate when it is safe to sail out.
- If the lock is one of a flight, leave crew members ashore to continue to handle your warps.

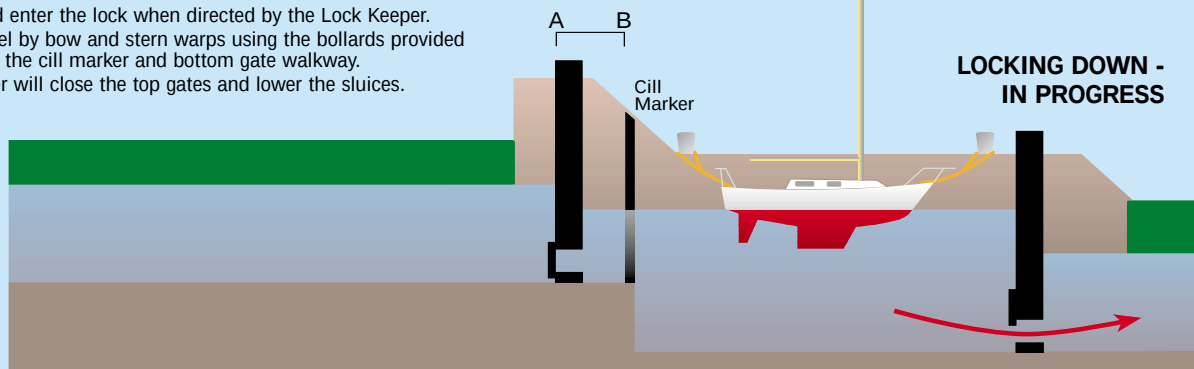
LOCKING DOWNWARDS

Downward locking is much less turbulent than upward, however, it is important to have crew positioned at bow and stern to pay off warps as the water level drops. Failure to do so could result in the boat being 'hung up' on its ropes. If this does occur you must alert the Lock Keeper immediately.

- The craft should enter the lock when directed by the Lock Keeper.
- Secure the vessel by bow and stern warps using the bollards provided keeping clear of the cill marker and bottom gate walkway.
- The Lock Keeper will close the top gates and lower the sluices.

- The Lock Keeper will open the bottom sluices when he/she is sure the boats and crew are ready. Crews will need to keep control of warps as the vessel descends.
- Once the chamber is empty the bottom gates will be opened. Exit the lock when directed by the Lock Keeper.

LOCKING DOWN - IN PROGRESS



MOORING GUIDE

The correct method of securing craft in a multiple berth situation.

- Bow and stern** mooring lines should be led at an angle to a suitable bollard on shore, or on to the jetty if shore bollards are not available.
- The dotted lines indicate what are known as **springs** and they prevent forward and backward motion due to the wind or water flow.

It is always wise to allow a little slackness in lines to avoid undue stress on ropes due to fluctuations in water level.

- Please make sure you place an adequate number of **fenders** between the boats' hulls or hull and jetty to avoid damage. Fenders should be placed at the widest points of the hull, and also nearer the bow and stern.

To un-berth your vessel when the vessel outside you is unmaned:

- Place one or two crew ashore, and one on the vessel outside you (vessel 2).
- Make sure your vessel (1) is ready to leave: crew briefed, engine(s) running, all gear aboard.

- Cast off the springs of your vessel.

- Cast off the springs (C) of the outside vessel. Leave them ready to re-use. If the outside boat's sternrope (D) does not lead ashore, make it fast there.

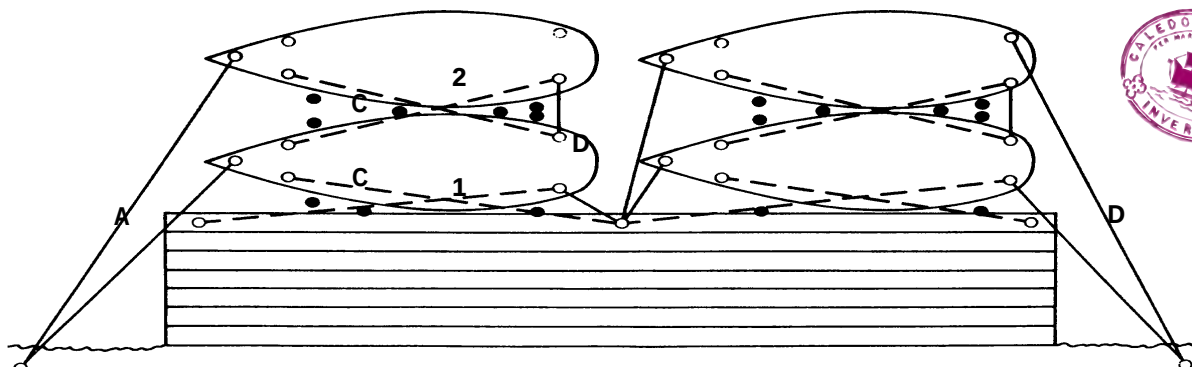
- Cast off the outside vessel's headrope (A) and retrieve it aboard her.

- Cast off your own headrope and sternrope, check there are no ropes in the water, and ease gently out of the berth either by man-handling, or under power.

- The crew on the outside vessel should then pass line A back ashore, pull her alongside, and make her fast by bow and stern ropes, as well as by her springs.

- Retrieve your crew.

Treat other craft as you would your own, and assess the effect wind, current, other vessels, and obstructions will have on your planned manoeuvre before commencing.



THE HISTORY OF THE CALEDONIAN CANAL

THE Caledonian Canal was formally opened when the first craft made passage from Inverness to Fort William in October 1822. Why was the Caledonian Canal built in the first place? The answer is the combination of various factors. Canals were being built elsewhere to establish links with the industrial towns, and were seen as means to encourage economic growth.

Looking at the Great Glen which carves its way from the east to west coasts of Scotland it seemed that Mother Nature had already thought a canal linking Fort William and Inverness would be a good idea. Over the 60 miles the rise above sea level is only some 100 feet, three natural lochs are set in an almost straight line covering a distance of nearly two thirds of the canal, and Loch Ness together with the rainfall of the region would ensure adequate resources of water.

However, all these features were not what eventually started works on Scotland's Highland canal, rather construction was sparked off by a social problem. At that time the Highlands of Scotland were suffering from severe unemployment, people were leaving by the thousand. Crops failed in 1799 and 1800, and there was much depression among the population.

This caused the Government of the day considerable worry. There were two possible options; allow the population to reduce in the highlands or to create alternative employment and hope to boost the local economy. The fishing industry was also vital to the area and needed a safe route to the herring markets. There was also concern for the safety of British shipping from French privateers.

It was a combination of these factors which inspired the construction of the Caledonian Canal.

The canal traffic carried iron, flax, salt, grain and other cargoes feeding the industries of the late industrial revolution, as well as regular passenger services on steam cruisers.

The locks were powered and mechanised during the 1960s and traditional timber gates replaced with more durable steel ones during the '70s and '80s. Since 1995 the long term future of the canal has been assured by a £17 million lock refurbishment programme - replacing damaged lock stonework and installing new lock gates. The Caledonian Canal is looking forward to its next 200 years of operation.

The use of the waterway has also changed, with yachts and hire cruisers predominating. Leisure and tourism is now the main business of the Caledonian Canal.

CALEDONIAN CANAL INFORMATION

Length of natural lochs	38 miles (61.16Km)
Length of canal cuttings.....	22 miles (35.4 Km)
Total length of canal.....	60 miles (96.56 Km)
Summit level at Loch Oich:	106 feet (32.31m)
Number of Locks.....	29

DATES & COSTS

Construction 1803-22	£912,000
Reconstruction 1843-47	£228,000
Lock-gate mechanisation 1959-68.....	£195,000
Leisure craft	over 1,000 per year
Hire fleet	over 100 yachts and cruisers



GENERAL INFORMATION

British Waterways hope that you enjoy cruising the Caledonian Canal and trust that the information contained in this Skipper's Guide will prove helpful. If you have any queries or suggestions for improving our service please do not hesitate to contact the canal office, visit www.scottishcanals.co.uk, or ask a lock keeper for a comment card.

MAXIMUM CRAFT DIMENSIONS

45.72 m (150 ft) long; 10.67m (35 ft) beam; 4.11m (13.5ft) draft; Maximum mast height in the canal is 35m (115ft) above the waterline, but clearance under the Kessock Bridge on the Inverness Firth is lower at 27.4m (89.8ft).

The Caledonian Canal is approximately 96.5km in length (60 statute miles or 50 nautical miles) of which 35.4km (22 miles) is man made, the remainder being formed by natural fresh water lochs. There are 29 locks and 10 swing bridges along the waterway, all of which are operated for you by British Waterways' staff.

HOURS OF OPERATION

The canal operates on a seasonal basis as follows:

Winter:Monday to Friday 0900 – 1530.

Spring and Autumn:..Monday to Saturday 0830 – 1650.

Summer:Monday to Sunday 0800 – 1730.

Please note that locks and bridges may be closed during lunch break. Lock and Bridge operations take some time to complete, so please try to arrive at each location in time for the operation to be completed before closing time.

During June, July and August there are extended operating hours at the Sealocks, and at Dochgarroch, Fort Augustus and Gairloch.

MAIN ROAD BRIDGES

The main road bridges at Muirtown, Tomnahurich and Banavie are used daily by people driving to and from work. British Waterways assists traffic flow by allowing road vehicles priority at peak times.

TIDAL OPERATION

Special note should be taken of the tidal restrictions at sea locks. Within normal operating hours these locks are normally available 4 hours either side of high water. At low water and spring tides the sea locks are CLOSED 2 hours (or a little longer) either side of low tide.

This restriction is caused by the need for sufficient depth to float the sea lock gates, they are fitted with floatation tanks in order to lighten the loads required to open and close them.

PASSAGE TIMES

The absolute minimum time required to make passage is 14 hours, but why rush? Relax, take advantage of the new extended passage licence, and enjoy the delights of the Caledonian Canal.

CALEDONIAN CANAL

British Waterways, Caledonian Canal Office, Seaport Marina, Muirtown Wharf, INVERNESS, IV3 5LE
Tel: 01463 233140. Fax: 01463 710942.

Clachnaharry Sea Lock Tel: 01463 713896. Corpach Sea Lock Tel: 01397 772249.

CRINAN CANAL

Pier Square, Ardrishaig, Argyll, PA30 8DZ. Tel: 01546 603210. Fax: 01546 603941.
Ardrishaig Sea Lock Tel: 01546 602458. Crinan Sea Lock Tel: 01546 83285.

BRITISH WATERWAYS SCOTLAND

Canal House, Applecross St, Glasgow, G4 9SP. Tel 0141 332 6936. Fax 0141 331 1688.

For further information and updates, or to buy a licence, visit the Scottish Canals website - see margin.

CORPACH BASIN

Corpach Basin is at times used by large freight vessels which require room to manoeuvre, when it may not be available for berthing leisure craft.

Please follow the lock keeper's advice and berth where directed.

NAVIGATION

Information is contained in the following publications;

Pilots: The Admiralty North Sea (West) Pilot (NP54) and the Admiralty West Coast of Scotland Pilot (NP66), both of which can be obtained from Admiralty chart agents.

Also in Yachtsman's Pilots published by Imray, Laurie, Norie & Wilson, and by Clyde Cruising Club.

Charts: Eastern Approaches: – Moray Firth 115, Inverness Firth 1078, Caledonian Canal 1791.

Western Approaches - Loch Linnhe (North) 2380, Fort William and Corpach 2372.

PILOTAGE

Pilotage is not normally required, however, in the case of very large craft this service may be arranged. Please contact the canal office for advice and allow 48 hours for pilotage arrangements to be made.

CUSTOMS CLEARANCE

This service can be arranged if you inform the Sea Lock Keeper on entry.

SLIPWAYS

A slipway is located at Caley Marina, Canal Road, Inverness. Access and use should be arranged directly with Caley Marina, telephone 01463 236328.

A British Waterways slipway suitable for small shallow draft vessels is located at Tomnahurich. Customers wishing to use this service should contact the Canal Office to arrange access.

JETTIES

There are transit jetties adjacent to most locks and bridges. Please seek the advice of the lock keeper as to the best place to berth, particularly if you plan a long stay.

A few hints on berthing are given on another card, which may prove helpful. Please "look after other boats as you would your own".

FUEL

Diesel fuel is available at Seaport Marina and Caley Marina, and is scheduled to be available from Corpach by Autumn 2001 - ask the Sealock Keeper.

Garages may also provide fuel in small quantities - enquire as to opening hours.



British Waterways

SAFETY *and the* ENVIRONMENT

SOME PRIMARY SAFETY POINTS

DO

- 1 Do relax and take your time.
- 2 Do take time to plan ahead, lay out warps, fenders, and clear decks before you set off.
- 3 Do check fuel and oil levels before starting the engine and also that controls are working properly.
- 4 Do make sure that children wear life jackets.
- 5 Do try and keep the canal tidy – dispose of litter in a thoughtful manner.

DON'T

- 1 Do not speed in the waterway, this damages banks.
- 2 Do not allow pets to wander, please keep them on leads. Please do not allow pets to foul the canal banks.
- 3 Do not cruise after darkness.
- 4 Do not cruise near weirs, or attempt to shoot them in canoes.

SAFETY FIRST

BOAT SAFETY SCHEME

All users of the canal must show us evidence that they hold insurance for a minimum of £1 million third party liability.

Owners using the canal for more than 28 consecutive days must get a Boat Safety Certificate.

Boats using the canal for less than 28 consecutive days will need to pass a (free) Dangerous Boat spot check carried out by a person authorised by British Waterways. The boat will be checked to see there is no: • leaking fuel • leaking gas • damage to electrical cables • no imminent danger of capsize or sinking.

Owners can have up to two 28 day licences, or one 56 day licence in any 12 month period under this arrangement. We will require a Boat Safety Certificate to be produced for further licences.

SPEED LIMITS

The maximum speed permitted on the canal sections is 5 knots, but please plan your passage with leisure in mind since excess speed not only damages canal banks, but is hazardous to other users. Please slow down as you approach locks and bridges, and also whilst passing moored craft.

V.H.F COMMUNICATION

Sea locks and most locks and bridges are equipped with VHF and operate on Channel 74.

RADAR

Masters are requested to ensure radar scanners are switched off whilst craft are within or approaching locks.

LARGE VESSELS WARNING

Large commercial vessels operate on the Caledonian Canal. These craft normally have right of way and it may be necessary to stop smaller craft for short periods. For your safety please adhere to British Waterways' staff instructions and traffic signals at all times.

SWIMMING

Please do not swim in the waterway, you could become entangled in weeds or rubbish, be hit by a passing craft or be drawn into a sluice when someone uses a lock.

In each case the results could be fatal.

THE CANAL ENVIRONMENT

DRINKING WATER

Taps and hose pipes are available at Muirtown, Dochgarroch, Fort Augustus, Laggan Bridge (small amounts only), Banavie, and Corpach.

TOILETS AND SHOWERS

These are provided at various locations; Corpach Sea Lock, Banavie, Laggan Locks, Fort Augustus, Dochgarroch, and Seaport Marina, Muirtown Basin. Keys are issued by sealock keepers on arrival and collected on exiting the canal. There is a £10.00 fee for keys not returned on exit.

PUMP OUT FACILITIES

Available at Banavie, Fort Augustus and Muirtown locks.

If you require a pump-out please ask lock staff for advice on operation and service cost.

LITTER

Please respect the sensitive environment along the canal by using the refuse disposal points provided at locks, or retain litter until you can dispose of it in a thoughtful manner.

LAUNDRY FACILITIES

These are available at Seaport Marina - please ask lock staff for advice on costs and operation.

PORT WASTE MANAGEMENT

British Waterways has produced Port Waste Management Plans which are agreed with the Marine Coastguard Agency (MCA) and must be complied with at all times.

Please note that no discharge of oil or bilge water is permitted either in the canal or its adjacent waters and any contravention of this ruling will result in notification to the MCA. As it is an offence to pump the bilges of your craft into the canal or the lochs, doing so may render you liable to prosecution by the Scottish Environmental Protection Agency (SEPA).

Emergency discharge facilities can be arranged using specialist contractors at additional cost - please contact the canal office for advice.

CALEDONIAN CANAL

British Waterways, Caledonian Canal Office, Seaport Marina, Muirtown Wharf, INVERNESS, IV3 5LE.

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